

June 28, 1951.

SECRET

ENCLOSURE
CONTROL U.S. OFFICIALS

Construction of a tunnel in PRAHA LETNA, made by the Czechoslovak Construction Works, national corp. plant BARABA.

50X1-HUM

Date of event: March 1951.

50X1-HUM

The construction of the tunnel in Praha VII - Letna is carried out by the Czechoslovak Construction Works, nat.corp., plant BARABA; offices of the firm: Praha VII. Letohradská 44. Other offices etc. are directly at the place of the construction, opposite the Technical Museum. At present this building houses the Directorate of the Stavoprojekt.

Situation of the tunnel:

The tunnel begins at the Captain JAROS Embankment, just where the new bridge ends, under which there is a viaduct for the embankment traffic. The tunnel ends at the corner of two street (Nad stolou and Dobrovskeho ulice) behind the main building of the Ministry of the Interior in Praha VII.

50X1-HUM

Width of the tunnel:

of a normal street where two cars can pass along each other.

50X1-HUM

Height of the tunnel:

Normal cars of the Prague can pass through it.

By-tunnel: Parallely with the main tunnel a side-tunnel is being constructed (narrower and lower than the main one, with a special airing system). This side-tunnel is connected with the main one by three side corridors.

This tunnel is supposed to be used as an air-raid shelter.

50X1-HUM

Working hours: three shifts, 8 hours each. Work begins at 6.a.m.

Wages: Skilled workers get Cz.crs. 28.50 per hour, unskilled workers are paid Cz.crs. 12, and 16, per hour. Work is done according to a fixed schedule, and biased one with another. Plant BARABA employed many clerks (who had been released recently from the Ministries and civil service) as unskilled workmen.

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50X1-HUM

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- 1 = Ministry of Interior
2 = Dobrovskeho ulice (Street)
3 = S.K. Slavia (football play-ground)
4 = Nad stolou (street)
5 = Kostelni ulice (street)
6 = Stefanikuv most (Stefanik's bridge)
7 = Provisorni dreveny most (temporary wooden bridge)

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